4.1 Introduction

This chapter describes the land use basis for the TMP Update. Preparation of the TMP Update was coordinated with the ongoing update of the City's Land Use Designation Map which is a central part of its comprehensive plan. The Land Use Designation Map represents a "build-out plan" for the city expressed in zoning terminology and mapping.

Forecasts of the number of future households and employment were derived from the land use map basis. These forecasts are key inputs to the transportation modeling and forecasting used to prepare this TMP Update.

4.2 Land Use Basis

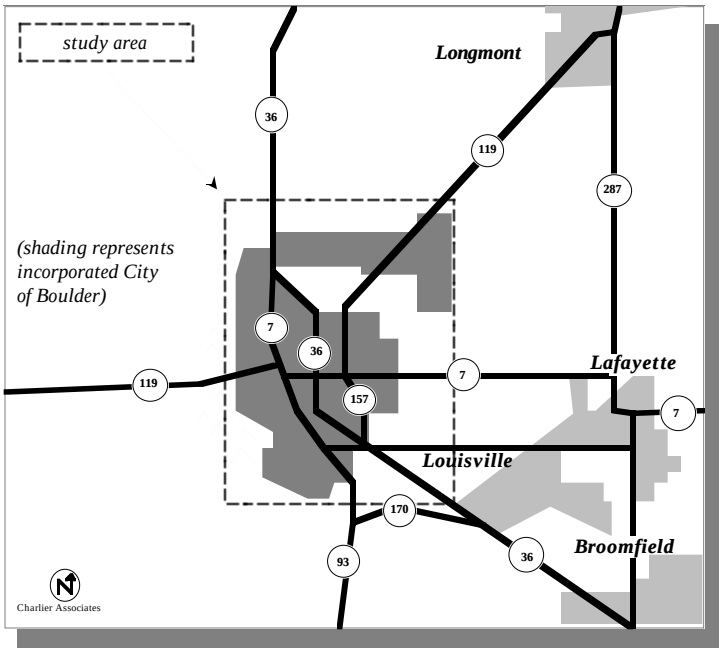
The study area for the forecasting process is shown in figure 4-1. This is basically the incorporated area of the City of Boulder plus Area II and Area III planning areas.

The study area is referred to as "Boulder Valley." It is important to note that the designation of a Boulder Valley study area does not mean that the issues or the analysis are limited to a small geographic area. In fact, many issues are regional in nature.

TMP Update forecasts utilized scenario analysis techniques to illuminate a range of possible futures. Throughout the analysis, a linkage was maintained between land use, transportation and air quality alternatives. The amount of travel and traffic in Boulder Valley is directly related to land use patterns. This relationship is of critical importance in planning for Boulder's future.

Land use alternatives evaluated in the forecasting process were coordinated with the ongoing update of the Boulder Valley comprehensive land use plan. They include three alternative "build-outs" of the city.

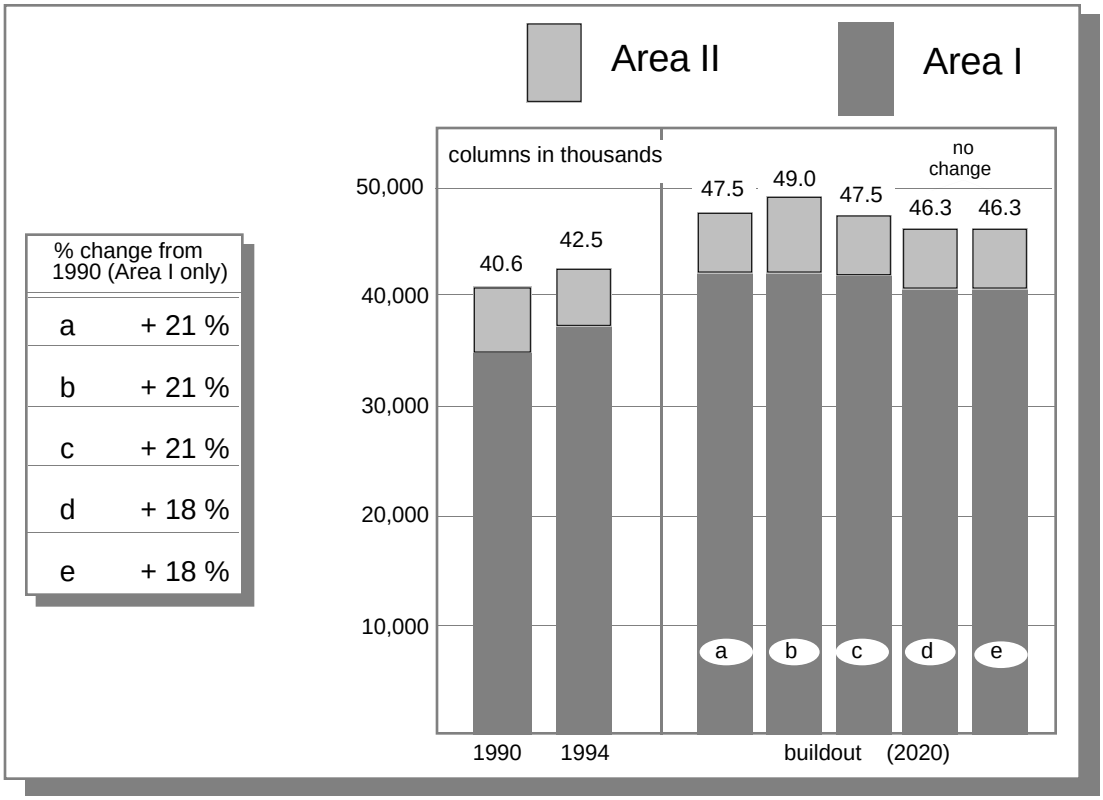
figure 4-1. study area - boulder valley



Scenarios A and C assume no land use intervention. They are derived from the "medium scenario" of the Data Sourcebook published by the City's Planning Department in 1994 and assume there is no further annexation of Area II or III lands.

Scenario B assumed that portions of Area II (outside city limits but within planning area) would be annexed and developed according to market trends. This provided a means of evaluating the implications of urban growth.

figure 4-2. forecast basis - households



Scenario D land use inputs were developed by the City's Planning Department to reflect the principal policies under consideration in connect-ion with the update of the Land Use Designation Map of the City's Comprehensive Plan. (This updated Map is not yet adopted by Council but is expected to be substantially consistent with Scenario D.)

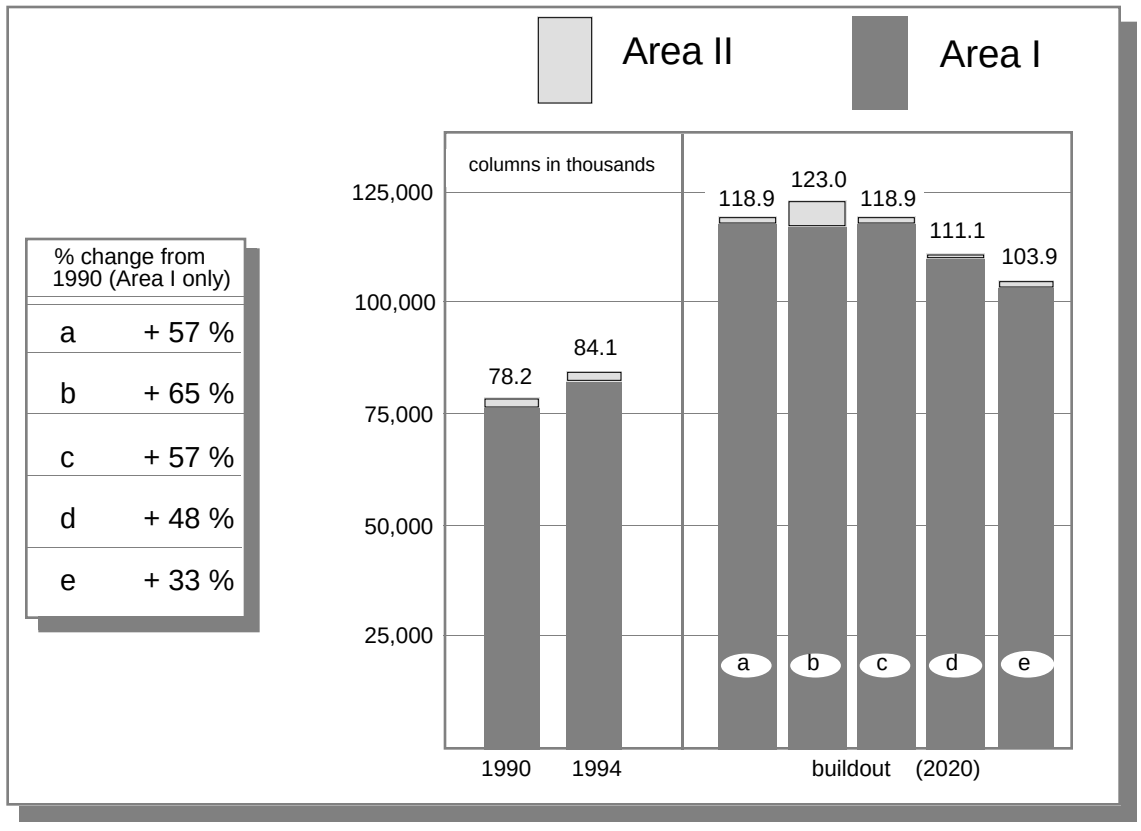
Scenario E was requested by City Council after an initial presentation of TMP forecasts. It represents more stringent measures to limit commercial and industrial growth in Boulder.

As figure 4-2 shows, the amount of residential growth occurring under the five scenarios does not differ greatly. This is due to the fact that the rate of residential growth is already limited by City ordinance.

Because the primary purpose of Scenario E was to explore implications of commercial and industrial growth limits, the amount of housing did not differ from Scenario D.

Figure 4-3 on the next page displays a range of possible future employment levels in Boulder Valley. Here the differences are greater than in the housing scenarios.

figure 4-3. forecast basis - employment



The scenario with the greatest job growth, Scenario B, results in an increase in Boulder Valley jobs by almost two-thirds - an annual growth rate of 1.86%. Scenario E has employment growing by a third - an annual rate of 0.94%.

The data in Figure 4-3 provides a way of evaluating the extent to which Boulder could manage traffic and transportation challenges by limiting the amount of commercial and industrial building.

These alternative visions of how much Boulder might grow over the next 25 years formed the basis for the transportation and air quality forecasting described in the next chapter.

While this data explores how much the City might grow over the next 25 years, it does not resolve questions about what forms that development might take. Yet the questions about the "urban form" of the City are equally important. Urban form plays a significant role in shaping auto dependency and travel behavior.

Strategies for ensuring good urban form in Boulder through "accessible urban design" are discussed in Section 6.4 of Chapter 6.